In the Specification:

Please replace paragraph [0006] with the following paragraph.

Figure 1 is a perspective view of the assembled coupler lock of the present invention showing the shaft inserted into the lock body of the coupler lock and a key inserted into the keyway of the coupler lock;

Please replace paragraph [0022] with the following paragraph.

Figure 1 is a perspective view of the assembled coupler latch lock of the present invention, with a key inserted into the lock. Figure 2 is an exploded view of the coupler lock of the present invention. Referring to these figures, it can be seen that the coupler lock **10** comprises a lock body **20** and a shaft **30**. The lock body **20**, components that comprise the lock body, and the shaft **30** are preferably made of stainless steel, making the coupler lock resistant to corrosion.

Please replace paragraph [0026] with the following paragraph.

A housing cap **45** is also fitted into the cap opening **42** of the lock housing **35**. The housing cap **45** has a number of openings. One opening **80** is for fitting of the locking plate **70**, springs **74** and cam **60**. Another opening **83** is for insertion of the shaft **30** of the latch lock **10**. The housing cap **45** holds in place the components of the lock body **20** which have already been described. The housing cap **45** is held in place within the lock housing by any of a variety of means known in the art. In one embodiment, the securing means is a set of screws or rivets inserted through the lock housing **35** into the housing cap **45**.

Please replace paragraph [0028] with the following paragraph.

The coupler lock **10** is operated as described below. The narrow end **94** of the shaft is inserted into an opening in the device **100** (e.g., the latch of a trailer hitch) that is desired to be locked or secured. The shaft **30** is pushed through the opening until it cannot be pushed any further, normally at the point where the flange **92** of the shaft contacts the device **100**. The device is preferably a latch **100** of a trailer hitch **105**, the latch securing the trailer to a vehicle. A ball receiver **107** is attached to the trailer neck **105** and the latch **100** provides a securing mechanism. The latch device **100** is preferably in the closed position, meaning, in the case of a trailer hitch, that the trailer cannot be disconnected from the vehicle without moving the latch to the open position. After insertion of the shaft **30** into and through the opening in the latch **100**, the lock body **20** is attached to the shaft **30**. This is done by moving the lock body **20** to a point where the narrow end **94** of the shaft enters and is inserted through the shaft opening **48** on one of the sides of the housing **35** of the lock body **20**. The lock body **20** is designed such that the shaft **30** can be inserted into the lock body on either of the two sides of the lock body that has a shaft opening **48**. When the shaft **30** is inserted into the lock body **20**, the shaft extends through the shaft openings **83** in the housing cap **45** and through the opening **72** in the locking plate **70**. The lock body **20** is slidably moved along the shaft **30** until the locking plate **70** within the lock housing **35** is aligned and engaged with one of the recesses **95** in the shaft **30**. At such a point of engagement, the springs bias **74** the locking plate **70** into a position such that the edge of the locking plate opening contacts the bottom **106** and the vertical edge **102** of the recess **95**. Preferably, the lock body **20** is slidably moved along the shaft **30** such that the locking plate **70** engages with a shaft recess **95** that is as close as possible to the flange end **92** of the shaft. The coupler lock is adjustable for latches **100** of different widths since the shaft of the lock has multiple recesses **95**, each of which can engage the locking plate **70**. However, it is preferable if the lock body **20** is positioned at a point along the shaft **30** such that the locking plate **70** engages the shaft recess **95** that is located closest to the latch **100**. The tapered edge **104** of each shaft recess **95** provides a camming surface for the locking plate **70** such that the lock body **20** can be slidably moved along the shaft **30**, in a direction toward the flange end **92**, without the use of a key **39**. The tapered edge **104** of the recesses allows biasing of the locking plate **70** against the force of the springs **74** as the shaft **30** is slidably moved the lock body **20**. It is also possible to unlock the locking mechanism **50**, using a key **39** for example, and then slidably move the lock

body **20** along the shaft **30** toward the flange end **92**. When the lock body **20** is engaged in a shaft recess **95**, it is not possible to then slidably move the lock body **20** in the opposite direction along the shaft (i.e., in a direction toward the narrow end **94** of the shaft) in order to remove the lock body **20** from the shaft **30**. When the coupler lock **10** is so positioned, the latch **100** of the hitch cannot be opened and the trailer cannot be removed from the vehicle. Figures 5 and 6 show the latch **100** of a trailer hitch in the closed position and the coupler lock **10** attached, as described above, locking the latch in the closed position.

Please replace paragraph [0030] with the following paragraph.

An advantage of the present invention is that the shaft **30** can be inserted from either direction, thereby allowing the user to insert the shaft through the housing cap shaft opening **83** from either side of the coupler. This is beneficial in that the shaft **30** can be inserted from different sides and using different hands, thereby allowing for easy application of the coupler lock **10**. The figures illustrate the variable widths available and the ability to have the shaft inserted from either side.

Please replace paragraph [0035] with the following paragraph.

In another embodiment, shown in Figures 8A-8D, the receiver lock **10** includes a locking head **150** that receives shaft **30** along an end **152** of the locking head. The end **152** includes a protective covering **155** that is preferably an elastomeric material which snaps onto the end of the locking head **150**. In other embodiments the protective covering **155** is integral, is made of a comparable material, or attaches by some other means, such as affixed by adhesive, form fit, or secured with retention means. In one embodiment, the protective covering **155** includes an internal groove that snaps into a corresponding external groove in the end of the lock head **150** to be contiguous with a cylindrical outer peripheral surface of the locking head as shown in Figures 8A-8D. As shown in Figures 8A-8B, the protective covering **155** has a hole or aperture **158** that is sized to provide interference fit with the shaft **30**, thereby sealing the internal components of the locking head **150**. An aperture **58** is shown in Figure 8D as providing an interference fit with

the shaft 30. The protective covering **155** preferably provides a seal against the locking head **150** to ensure water and debris does not enter the internal portion of the locking head **150**. When the shaft **30** is inserted into the locking head **150**, the material of the protective covering **155** becomes compressed and provides a barrier along the shaft **30** as well as the locking head **150**, thereby excluding water, dust, dirt and debris from the internal lock mechanism. As shown in Figures 8A-8C, the internal locking mechanism includes a lock cylinder **160** which can be operated by a key or other mechanism. The receiver lock **10** may include shafts of various sizes, an end cap **170** or a bent or radiused end **172**, and an optional protective cap **174**.